



SEPTEMBER 1994

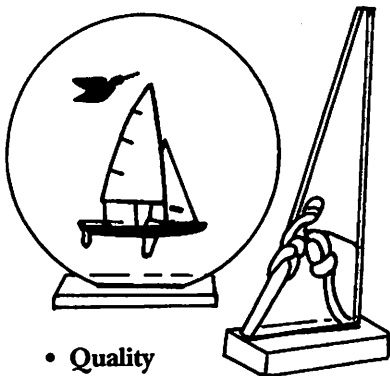


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The Snipe Bulletin

September 1994
Volume XLIII No. 9

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THE COVER: Erith Yacht Club sailors
Graham Campbell and Geoff Parsons sail-
ing in 21909 *Viper* in the 1994 EYC Open
on Tidal Thames. Photo Sarah Mees.

THE COUNT: 1 number was issued this
month to Portugal.

NUMBERED SNIPES: 28784

CHARTERED FLEETS: 829

AROUND THE SNIPE WORLD

PAST COMMODORES COLUMN

Bill Denhart 1952-1994

The Snipe Class is sad to lose a good friend and competitor. Bill Denhart lost his battle with asthma at the age of 41. He was a member of the San Francisco fleet for the past 10 years. He was a competitive sailor who could be so intense as to seem unfriendly, but when back at the dock he would disappear for a few minutes and return with a armload of beers even for the person he may have screamed at the loudest. He raced in Nationals and North Americans from Long Beach to Detroit and even helped organize the 1988 Nationals. A great friend and sailor, he will be missed.

--Packy Davis

Missing Trophies

Missing! The Nichens Trophy and the Alice Nichens Trophy for District 3. If you know where or who has these two trophies, call, write or fax:

Matt Heywood, District 3 Governor
3237 Homestead Commons
Dr. Apt. 4, Ann Arbor, MI 48108
(h) 313-971-6746
(w) 313-994 5050
(f) 313-761-6151

Snipe Stories

Please send your old sailing stories to me and I will work them into a book form. Anecdotes should be something humorous or interesting that you know from your past experience. Maybe it is a story told to you, or one in which you actually participated. Please address them to:

Buzz Levinson
7631 Newport Bay Drive
Indianapolis, IN 46240 USA
Phone: 317-253-2710

Please keep them as short as possible, with perhaps 500 words max. So...stop what you're doing and jot down your favorite story now - and send it to me ASAP.

Festival Issue

Next month's issue will feature all the World Championship regattas held at Japan's World Festival in July/August. Stay tuned!

IYRU World Championships

Santiago Lange, reigning Snipe World Champion, represented the International Snipe Class at the 1st IYRU World Championships held in La Rochelle, France in August. Sailed in Lasers, J-24s, 470s and Hobie Cats, Santiago placed 5th in the singlehanded men's class. Also sailing, was Ricardo Fabini who finished behind Lange.

Dear Jerelyn;

After reading Horacio's article in your June issue it reminded me of the article that I wrote in 1970. Same subject, 24 years apart!! I will send a copy to my old friend Horacio also. Keep up the good work.

Best regards,
Basil T. Kelly

*Reprinted from the February 1970 Bulletin
Weight Can be Taken Off in Many Ways
by 1966 and 1967 SCIRA Commodore Basil
Kelly of Nassau, Bahamas*

"I weigh 200 pounds; I carry a crew with me that weighs 150 pounds. The next time I get in any Snipe regatta, I am going to insist that everyone carry 350 pounds of live ballast, or I will sue the Class for causing my boat to be "obsolete from the standpoint of racing capability", because I am forced to carry more weight than my competitors. Doesn't this sound stupid and ridiculous? This is exactly how those persons that threatened to sue the Class, if they don't have their way, sound to me. Ted Wells said himself that 44 lbs. will not make any difference in the performance of the boat - so why cause all this fuss?

Where were all these lawyers and the like when we agreed to build Snipes out of fiberglass, or change the boards to Aluminum, or change cotton sails to synthetic, or change wood masts to Aluminum and so, and so on. In one of your letters the chap said that \$50.00 was a "reasonable expense." How much did it cost him to buy an Aluminum mast or new board, etc., etc. A lot more than \$50.00, but he did not sue the Class then. If these improvements were not made we would not have a Class today for them to sue.

You know what the Class did to guys that weigh as much as I do when they agreed to the Aluminum masts? They took away our only chance to equalize our disadvantage in light airs, i.e., our advantage in heavy air because the bending Aluminum masts now equalize the stability of the boat that the lighter guys can keep the boat flat in heavy air also. Should we have sued the Class for this? No, some of us like more and better competition and it is a great Class and a great boat if it continues to improve and progress just like everything else in this world must do in order to live, grow and survive.

It is to my disadvantage, personally, to have the weight of the hull reduced. Again this will favor the lighter younger guys and be against us heavy guys. Nevertheless, it is without a shadow of doubt, in my opinion, the best thing for the Class if we want the class to grow and encourage young people to race and be

competitive. If any of you think you are going to live forever, than we do not need young sailors and your thinking is correct and we should stick our heads in the sand and tell the world to pass us up - we are going to be different to spite ourselves.

To stop the Class from being sued as apparently some of our "sportsmen" friends plan to do (if we reduce the weight in February 1970), I suggest that we change the rule or rules immediately that have to be changed to avoid these suits descending on our (and their) organization SCIRA come February.

If you are so concerned about a mere 44 lbs., try some of these remedies.

- (1) Take 10 lbs. off your waist line.
- (2) Throw away that big drawer in your Snipe that is full of junk you really don't need.
- (3) Buy two air-light life jackets.
- (4) Cut off part of your paddle handle.
- (5) Use light floor boards.
- (6) Get a light anchor line.
- (7) If necessary, and you really are concerned and worried, take your boat to pieces and scrape her down a little all over.
- (8) Get rid of those big winches and extra jam cleats, etc. that you don't really need.
- (9) Don't carry an ice cooler with beers and cokes.
- (10) Don't wear shoes, or so many clothes.

I could go on and on, and we might even get 100 lbs. off without really trying.

I do feel that the opposers to this very necessary step to the development of, (yes) their Class too, are making a mountain of a mole hill and are being very unfair in their attitude when they threaten legal action against SCIRA. After all, did they buy their Snipe to have fun, or to make money as in an investment?"

The Board's decision regarding weight reduction has been reached after many years of discussion and argument on the matter. No more conscientious effort could be expected, or asked, of a sailing class' governing body. Many among our world-wide organization will be pleased with the decision; many others will be disappointed. There was no other way to escape such an outcome. Had the decision been reversed, the smiles and gloom would just have been on other faces.

IT IS NOW TIME TO CLOSE RANKS!

It is time to reaffirm our commitment to our class - its ideals, its purposes, its services to "International Yachting", its history, and its future. It is time to get on about SCIRA's business and close this subject until 1972.

Italian Nationals won by Michel-Bolletti

Test Run for the 1995 World Championships in Rimini

Rimini hosted the 53rd Italian national championship on July 2-4. Dates and place chosen to check the organisation in a big regatta before the 1995 worlds.

53 boats from 26 clubs competed in the waters 1/2 mile from the town beach sailing in medium-light winds with little chop and very little current. Enrico Michel crewed by Martino Bolletti (the best Europe dinghy sailor in Italy) won his fourth title in the last five years without sailing the last race. Good speed, better tactics and always very good starts have made the difference: two firsts and three seconds don't need words to be explained. Second place finishers were Giorgio Brezich and Sergio Michel (Enrico's father, former national champion several times) who got three first places in the last 3 races; Giuliano Dematte and Ilario Larossa got the third with one first.

The top junior crew was Bodino-Maiga who finished sixth overall. Three races have been sailed Saturday in a northern breeze of respectively 8, 12, 7-8 mph. Michel won the first, followed by Bodino and Conelli. Again Michel the second after a big battle against Bari and Zaoli (who took a PMS), with Parodi in third. Dematte had the gun in the third race, but Michel was just behind him for the second place and Parodi again in third. At half way Michel was first (of course), Parodi second, Dematte third, Perini fourth and Bari fifth.

Lighter wind in the second day. After some time waiting off shore under a hot sun, the Race Commette gave the first start in 5-6 mph, no wave and very little current. No problem for Brezich and Michel: they seemed to be another boat, taking two firsts with big advantage. Michel and Bolletti killed the championship with two more seconds which gave them the final win one day before, while Dematte made two thirds. Parodi has not been able to sail with his usual consistency, and lost contact with the firsts: before the last race Dematte was second, 1.5 points ahead Brezich, Parodi 4th and Perini-Zambonin 5th.

Monday afternoon a S-E breeze of 8 mph allowed to sail a good last race, and again Brezich won, only few centimetres ahead Marangon-Donaggio and Vicidomini-Vestri. Dematte finished seventh losing the second overall, while Perini had a poor 20th and loosed 4 places in the final standing after a really regular championship.

No problem with the organization: Club Nautico Rimini is a prof club used to organize big events and has a good feeling with the Snipe Class as the first Italian chartered fleet is here. We have had a friendly welcome and very good social events.

--Antonio Bari

Skipper	Boat	Mast	Sails
Michel	Lillia	Sidewinder	Olimpic
Brezich	Lillia	Sidewinder	North Ita
Dematte	Fiberglass	Proctor	North Arg
Parodi	Lillia	Proctor	North Ita
Piazza	Fiberglass	Sidewinder	North Arg
Bodino	Skipper	Sidewinder	North Ita
Bari	Lillia	Proctor	North Arg
Vicidomini	Skipper	Sidewinder	Morin/Zaoli
Perini	Skipper	Sidewinder	North Ita
Marangon	Skipper	Sidewinder	North Ita

Italian National Championship -Rimini

top 15 of 53

1	Michel/Bolletti	SVOC	1-1-2-2-2-dnc	7.50
2	Brezich/Michel	STV	6-4-11-1-1-1	12.25
3	Dematte/Larossa	AVT	4-11-1-3-3-7	17.75
4	Parodi/Coreno	AVAV	5-3-3-10-13-6	27
5	Piazza/Lanave	CUS TN	11-16-9-6-4	34
6	Bodino/Maiga (J)	YCS	2-18-7-6-ret-5	38
7	Bari/Di Girolamo	CUS TN	12-2-8-16-11-8	41
8	Vicidomini/Vestri	CCS	9-10-5-34-19-3	46
9	Perini/Zambonin	CNC	8-5-6-21-8-20	47
10	Marangon/Donaggio	CNC	23-20-14-9-4-2	49
11	Penso/Penso	STV	7-24-16-8-5-15	51
12	Barnardis/Bernardis	CUS TN	10-pms-13-12-7-10	52
13	Carena/Carena	CVO	13-17-12-5-12-14	56
14	Schaffer/Monti	YCA	17-12-4-7-34-18	58
15	Conelli/Bevilacqua	CVBV	3-6-25-15-18-27	67



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Italian Ranking Regattas

Torri, on Lake Garda, and Rosignano on Tyrrhenian sea were the two last Italian regattas valid for the 1994 Coppa Duca di Genova, the Italian ranking list.

Four races were scheduled and run in Torri on July 16-17. Light and shifty winds allowed Giorgio Brezich to dominate with a clear 1-1-3-1. No chance for Piazza-Lanave and Jonathan Persson-Schiatti from Denmark to contrast our Rear Commodore, who is unbeatable when the wind is less than 8 mph. Top junior finishers were Poli-Poli, 7th, one of the Italian representative crew in the Junior Worlds.

Four races were also sailed of the five scheduled in Rosignano Solvay due to a Force 7 sea that didn't allow

the boats to go out of the harbour on Friday. Two races have been sailed in a 8-10 mph S-W wind, one in a nice 18-20 mph with big swell and one in a shifty 4-5 mph from E on Saturday and Sunday. Antonio Bari and Pier Di Girolamo, again fast on the water after some months of black-out, won with a consistent 1-2-2-2, followed by Michel-Larossa and Bodino-Torielli, winner of 2 races.

No problem for Michel to capture the Duca di Genova, thanks to his impressive results during the whole season: 1-1-1-2 were his valid results. After him, three crews finished at the same level: Bari, Brezich and Dematte in that order with only few points of difference.

--Antonio Bari

Campionato del Tirreno - Rosignano Solvay

top 8 of 19

1	Bari/Di Girolamo	CUS TN	1-2-2-2	9
2	Michel/Larossa	SVOC	2-4-3-1	16.7
3	Bodino M./Torielli	YCS	7-1-1-3	18.7
4	Perini/Zambonin	CNC	3-5-8-4	37.7
5	Dematte/Venditti	AVT	6-3-5-7	40.4
6	Longo/Ferrario	AVLC	5-7-4-5	41.0
7	Bigazzi/Marconi	CCS	4-6-7-6	44.4
8	Rossi/Aglietti	CCS	8-9-6-11	57.7

Regata dei Fiori - Torri del Benaco

top 8 of 18

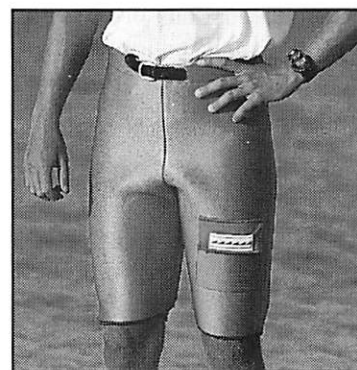
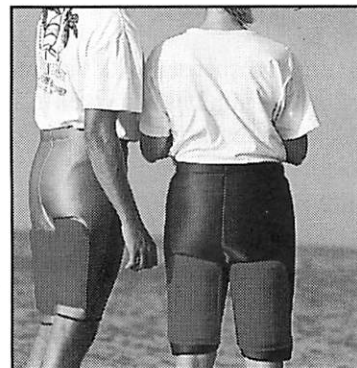
1	Brezich/Longhi	STV	1-1-3-1	3
2	Piazza/Lanave	CUS TN	2-4-1-6	6.75
3	Persson/Schiatti	ESC	3-3-8-2	8
4	Ballerin/Boltolina	CNC	4-11-4-3	11
5	Bari/Manzardo	CUS TN	6-2-5-8	13
6	Apollonio/Riazzi	STV	8-5-13-5	18
7	Poli/Poli (J)	CVO	7-10-9-4	20
8	Bernardis/Schir	CUS TN	5-9-11-7	21

Coppa Duca di Genova 1994 Italian Snipe Class Ranking List

top 15 of 79

Skipper	Talamone	Luino	Rimini	Torri	Rosignano	Total
1 Michel	1	1	1		2	15521
2 Bari	2	5	7	5	1	14273
3 Brezich	8	4	2	1		14269
4 Dematte	5	2	3		5	14257
5 Piazza	18	6	5	2		12461
6 Perini	11	14	9		4	11572
7 Vicidomini	3	9	8			9777
8 Conelli	6	3	15			9365
9 Bernardis G.	4	8	12			9319
10 Braga	7	7	18			8461
11 Schaffer		10	11	14		8060
12 Parodi	19	13	4			8057
13 Penso	12	12	11			8052
14 Ballarin			22	4	9	8024
15 Calliari	15	21	31	9		7840

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The meeting was called to order July 10, 1994 by US National Secretary Peter Fenner at 9:30 am. Members in attendance were: Rules Chairman Dan Williams, Board members Don Hackbarth, Lee Griffith, Sean Biehl, Fleet 12 Captain Vince Casalaina and Jerelyn Biehl.

The Board dispensed with the reading of the prior years minutes and voted to approve the 1993 minutes as published in the Bulletin.

Regattas:

US Nationals - Format: A committee was formed consisting of Peter Fenner, Lee Griffith and Sean Biehl with consultation of Vince Casalaina (1995 Nationals site) to analyze the 1994 Nationals and come up with recommendations of the Crosby and Heinzerling qualifications, qualification times, increasing attendance at the District and National levels and making the Nationals more accommodating to the average sailor. A questionnaire will be placed in the Bulletin for all US members.

Late policy: double entry fee will be charged up to noon the day before the Crosby. A deadline of 3 weeks prior will be made for registration.

Open policy: the Board voted to amend the current Rulebook and allow members who have sailed 5 sanctioned regattas to enter the Nationals.

1995 US Nationals: The Board approved the site of Richmond, California for the next Nationals. The committee will guarantee housing for juniors, and will offer hotels, RVs in the YC lot and possible boats for housing.

1996 Nationals: the rotation is for District 4.

1994 Qualifiers for the 1995 Worlds (Italy): the Board approved that the top 3 from the 1994 US Nationals will automatically qualify as will the top American skipper from the 1994 North Americans. If any of the top 3 from the US Nationals decline, then the option will go to the 2 and 3 American skipper in the North Americans. If any of the top 3 US North American skippers decline, then it will revert back to the US Nationals until we have a team to send to Italy.

1996 Western Hemisphere site: Larchmont YC will submit a bid.

1997 Worlds: to be held in the United States, Mission Bay, California

1994 Western Hemisphere team being finalized.

Redistricting:

A committee of Peter Fenner, Terry Timm and the District Governors will analyze the redistricting of the US.

Finances:

Treasurer Fred Rozelle to submit financial schedules by July 30 to the US Board.

Credit Cards: The Board approved the acceptance of credit cards for payment for the SCIRA office. The office will announce in the Bulletin when it is up and running.

IRS: SCIRA is faced with large penalties from a late filing of the 1992 990 tax return. Treasurer Rozelle and Executive Director Biehl are attempting to resolve matters.

Promotion:

Magazine ad: the Class will continue to run a yearly large ad in Sailing World and monthly smaller ads.

Sail Expo: SCIRA will continue to participate in Sail Expo, sharing a booth with the Lightning Class.

Poster: the poster in the March Bulletin was received well.

Collegiate marketing: Doug Clark helped disseminate promotional materials at the 1994 Collegiate nationals. A letter to targeted Universities with Bulletins will follow in the fall, with Craig Beardsley helping in this area.

Potential Yacht Clubs/fleets: District Governors are asked to identify potential areas for new fleets, and the Class will send a subscription of the Bulletin to the YC.

Youth Marketing: a letter and flyer is being prepared to target older Sabot and Optimist sailors.

Shirts: SCIRA shirts are now available.

Video: Don Hackbarth is working with several Class members to produce a promotional video.

March Bulletin: will be dedicated to promotion each year.

Classail Models: has approached manufacturing and selling Snipe models. Board voted to pursue with input from our Legal Counsel, Paul Festersen. Board suggested an outline for advertising and a years notice of cease to manufacture.

Merchandising: committee consisting of Peter Fenner, Don Hackbarth and Jerelyn Biehl to evaluate proposals submitted to Board.

Perpetual Fund: Terry Timm to continue to pursue active giving.

Snipe #1: Board suggested selling shares of Snipe #1 to cover existing costs of rebuilding.

MDS: Rules Committee pursuing the forwarding of MDS to the SCIRA office from boats being imported to the US.

Fiberglass Centerboard program: 8 boards being shipped, 2 to the US. Program outlined in the July Bulletin.

Persson: The Rules Committee and Chief and US Measurer will be addressing the bow configuration of the new boats to the two manufacturers of the Persson.

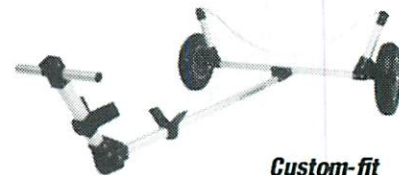
High Point: The Board voted to not require all fleets to submit yearly point scores, but still encourages participation.

High Tech: Board members suggested the Rules Committee discuss the carbon fiber or exotic material use in hardware as a means to extend life, not increase speed.

Tie breaker issue: Gonzalo Diaz, Sr. proposed the Board amend the current SCIRA low point tie breaker to add "the winner of the last race" to break a tie, in addition to the existing rules. Board voted to recommend adding this option the US Sailing Instructions. The US Board will recommend this to the World Board at their next meeting. Meeting adjourned at 12:50 pm.

General Membership Meeting, Rush Creek Yacht Club, July 11, 1994. A synopsis of the above US Board meeting was discussed.

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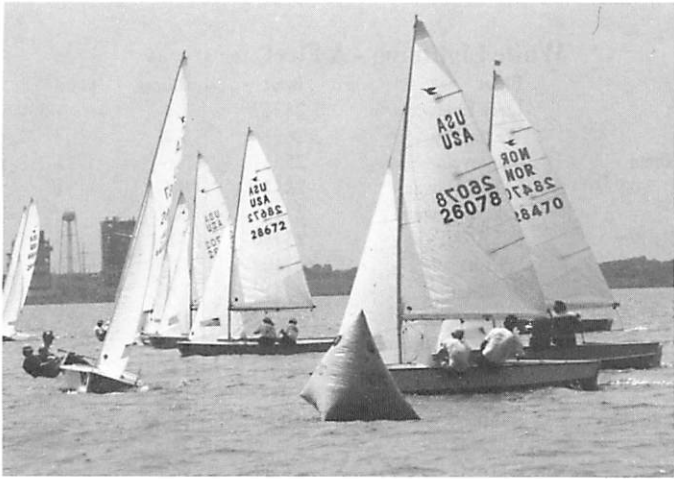
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As Seen at the US Nationals



left: Doug Hart & Jon Rogers cross the fleet coming to the weather mark. Bill Felder photo.



right: Ray Schmidt finds a way to keep cool.

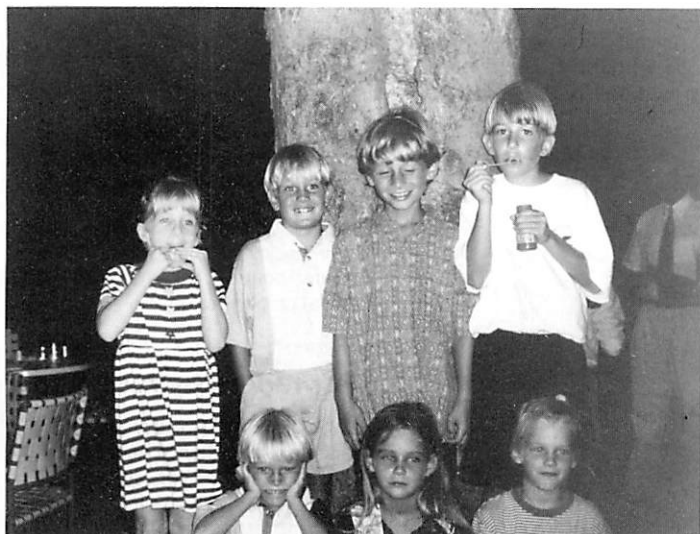


above: the only way to really stay cool in Texas! Most of the sailors could be found here after the races.



above: Jibe mark action: Hart/Rogers 28687, Thompson/Shilling 24702, Irgens/Bigard & Clark/Stout to leeward, Leweck/Leweck 28672 & Franco/Griffith 28702. Bill Felder photo.

below: future Snipe sailors (FSSs) in Texas. Top: Kelly Suddath, Graham Biehl, Bobby Lenhart, Adam Fenner. Bottom: Cameron Biehl, Morgan Commette & Sheehan Commette.



below: Regatta Chairman Fried Elliott & crew Adrienne Korkosz between races. Bill Felder photo.

Firewater Regatta attracts 46 Snipes

The Lincoln Sailing Club hosted the District 2 Championship at the annual Firewater Regatta June 18-19 on Branched Oak Lake near Lincoln, Nebraska. We had an excellent turn-out with 39 boats, coming from Colorado, Iowa, Missouri, Oklahoma, Kansas, and Nebraska. Twenty-nine raced the White Lightning Series while ten competed in the Sloe Gin Series.

Unfortunately, the weather decided not to cooperate and only one day of races was sailed. District Governor Bob Ewoldt was in charge of race committee and did a fine job in the uncharacteristic light wind conditions. The light wind posed no problem however for Doug Goppert and son James from Lake Lotawana, Fleet 49, as they took first place in each of the only two races for the White Lightning Series on Saturday. John Leach and crew Chuck Wahl both from Lincoln #567 won the first and only race in the Sloe Gin Series. As for the Juniors, who had the best wind of the day, the Goppert's maintained their sweep as James traded places with his father and finished in first place.

Sunday the sailors were enthusiastic to get out on the water and complete the final two races. But due to thunderstorms and lightning, regatta planners were forced to make the decision to call off the races after waiting as long as they could. Despite the uncontrollable weather, everyone enjoyed the weekend with good food to eat and plenty to drink. We also discovered that many of the sailors had talent on land at Saturday nights karaoke party, if only we had a video camera!

—Susan Christensen

White Lightning - A Fleet - top 15 of 30

	Skipper/Crew	Fleet	Boat	Places	Total
1	Doug/James Goppert	Lake Lotawana	28383	1-1	1.5
2	John/Audra Miller	Weatherby	26914	3-4	7
3	Martin Bebb/Faye Sabata	Sequoyah	25517	5-6	11
4	Lou/Sonja Joline	Lake Lotawana	24111	6-5	11
5	Ben/Carl Chinery	Lake Lotawana	27111	2-10	12
6	Carter Weitz/David Radler	INSA	25486	7-8	15
7	James/Ken Rix	Wichita	27405	11-7	18
8	Steve/Katie Tautz	BowMar	20812	19-2	21
9	John/Mary Briggs	Kansas City	25713	10-13	23
10	Fred/Ronnie Hegel	Rocky Mountain	25046	4-19	23
11	Carl Lundstrom/J. Tanaka	Rocky Mountain	24809	12-11	23
12	Larry/Nicole Briggs	Lincoln	24099	15-9	24
13	Bob Hyland/Suzanne Steffan	Kansas City	27904	14-15	29
14	John/Mary Buckley	Lincoln	28444	27-3	30
15	Jon/Susie Christensen	Lincoln	24042	9-23	32

Sloe Gin - B Fleet - top 5 of 10

1	John Leach/Chuck Wahl	Lincoln	25652	1	.75
2	David/Beth Nelson	Shawnee	23942	2	2
3	John Colborn/Bil Gustafson	Lincoln	19939	3	3
4	Erik Beagtasen/B. Bonacker	Lincoln	20630	4	4
5	Joe/Chris Heinze	Lincoln	21604	5	5

Juniors

1	James/Doug Goppert	Lake Lotawana	28383	1	.75
2	Chris/Rick Scofield	INSA	27731	2	2
3	Brook Seacrest/John Layman	Lincoln	21913	3	3
4	Jennifer/John Colborn	Lincoln	19939	4	4
5	Lisa/Howard Parker	Lincoln	22366	5	5
6	Ian/Dennis James	Lincoln	15301	6	6

1994 Cleveland Race Week

Conditions on Lake Erie at this year's Cleveland Race Week, held July 9 and 10, were in stark contrast to last year's US Nationals in Mentor, Ohio. Participants in Race Week, a multi-class regatta run by the Edgewater Yacht Club just west of Cleveland, were treated to big breezes and classic Lake Erie short, steep chop. 1994 was the second year the growing Cleveland fleet 747 fielded a Snipe start on the dinghy course. The Snipes impressed the other competitors as being the heartiest of the dinghy classes by having the largest contingent in the starting area, even with the rough weather.

After a quick reach out to Edgewater YC in 15-22 knot northwesterly breezes on Saturday, racing quickly got underway with a windward/leeward twice around, finishing on the run. On the first off wind leg, reaching was in due to the wind strength and surfing conditions in the very steep 2-7 food seas. The breeze moderated on the second beat and the boats behind put out poles on the second run with the majority of the fleet nearly catching Alex Pline,

near the finish, being tentative in a borrowed boat. New Snipe owners Andy Bartz and Gregg Mylett were second and third. With the wind continuing to moderate Lisa Foulke with crew Sherry Eldridge, weighing in at 250, were able to keep the boat flatter upwind in the second race and were exceptionally quick downwind, sailing lower and faster to eventually jibe inside and take the gun over husband Alex Pline. Jno Disch finished third. In the third race, Lisa and Sherry lead the entire way around the course.

On Saturday afternoon "The Blender" made an appearance in addition to the regatta-provided beer truck. Luckily, everyone didn't get too "Blenderized" to enjoy a cookout at the Pline residence topped off with a rousing game of full contact croquette.

With the passing of a cold front during the evening, the wind shifted due north and built, exacerbating the sea condition enough to cause the race committee to postpone and eventually cancel racing for the day for safety concerns. A special thanks to the two boats who traveled from Ontario.

—Alex Pline

	Skipper/Crew	Club	Places	Total
1	Alex Pline/Karen Lorenz	EYC	1-2-2	4.75
2	Lisa Foulke/Sherry Eldridge	SSA	5-1-1	6.50
3	Jno Disch/?	CYC	4-3-3	10
4	Andy/Ellen Bartz		2-6-6	14
5	Gregg Mylett/Lynn Bethel		3-7-5	15
6	Terry McSweeney/Lisa Pim	EYC	7-5-4	16
7	Maureen McSweeney/J. Gemperline	EYC	dns-4-7	22
8	Andrew McTavis/?	OYS	8-8-8	24
9	Rick Wood/Danielle Smith	PLYC	6-dns-dns	28



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Fleet News

Pimental/Tyson win ACCs with Perfect Regatta

The 1994 Atlantic Coast Championships were held at the Surf City Yacht Club on the New Jersey Shore, July 23 & 24 and were hosted by the newly renamed Bamegat Bay Fleet 256 (formerly Pine Beach).

The conditions on Saturday started with a southwesterly breeze of 15-20 knots in the morning, which by race time had built to +25 due to the augmentation of the thermally driven sea breeze combined with thunderstorms associated with an approaching cold front. With only a handful of competitors initially leaving the dock and the win strength increasing, the race committee postponed 1 hour in the hope that the breeze would moderate. Even though the races were eventually canceled for the day, several boats did go out for some heavy air reaching practice and gave spectators on shore entertainment for the afternoon.

With the races canceled for the day, the party began at the club with a buffet, open bar, band and a raffle including foul weather gear donated by Kokatat.

Sunday brought lighter air allowing for 4 races in increasing breeze from 5-13 knots. Andy Pimental and Kerry Tyson from Newport, RI won the first and all subsequent races to win convincingly with 4 bullets. Behind the winner the fleet was very tightly bunched as 12 boats were either tied or separated by only 1 point including a three way tie on points for 4th through 6th. Keith Donald with crew Stacey Adams was the top Master in 12th place with Lisa Foulke-Pline and Sherry Eldridge taking the top Women's team honors.

The Snipe Class would like to thank Surf City Yacht Club and our sponsors Kokatat Water Sportswear for a great regatta!

—compiled from articles sent by Alex Pline and Darryl Waskow



ACC winners: back row-skippers Andy Pimental, Ian Brown, Pedro Lorson, PJ Schaffer, Mark Beaton, Masters winner Keith Donald. Frontrow: crews Kerry Tyson, Don Behan, Mimi Lorson, Betsy Healey, Rick Kirby and Masters crew Stacy Adams.

Atlantic Coast Championship Results

Top 15 of 30

1	Andrew Pimental/Kerry Tyson	Newport	28440	1-1-1	3
2	Ian Brown/Don Behan	Royal Canadian	27372	10-3-2-3	18
3	Pedro/Mimi Lorson	Sea Cliff	28044	6-9-6-2	23
4	PJ Schaffer/Betsy Healey	Newport	25165	17-6-3-6	32
5	Mark Beaton/Rick Kirby	BBYRA	28142	5-15-5-7	32
6	Lee Griffith/Dwyer Schmierer	Surf City	27054	2-10-11-9	32
7	Ned Jones/Bell Hughes	Kings Point	28852	15-4-10-5	34
8	Jim Karalekas/Michelle Michaud	Gloucester	26452	3-5-18-14	40
9	Lisa Pline/Sherry Eldridge	Edgewater/SSA	24702	8-12-12-10	42
10	Scott Nixon/Samantha Rosemont	SSA	26165	7-28-9-4	48
11	Eric Reinke/Karen Ray	SSA	25483	4-11-20-16	51
12	Keith Donald/Stacy Adams	Surf City	28004	9-2-22-20	53
13	Joel Zackin/Beth Van Wagenen	Quassapaug	27011	13-21-8-13	55
14	Ray Schmitt/Teresa Alexander	Ashaldn	25659	16-8-4-dnf	56
15	Guy/Petra Johnson	SSA	25485	19-14-17-8	58

Evans Sweep '94 Governors Cup/Illinois State Champs

Jeff and Julie Evans took top honors again in the 1994 Illinois State Championship/Governors Cup Regatta. The regatta, held July 16 & 17 on Lake Springfield, featured predominantly light and shifty conditions.

The first race, which began a little after noon was the only race with actual drifting conditions. Although they missed Friday night's tune up points, amazingly enough Jeff and Julie were able to recover along with Clay and Becky Sanborn to take one and two respectively.

Following a thunderstorm sabbatical, the race committee, through the diligent effort of big boots got a second race under way minutes prior to the 1600 hour deadline. The collegiate type course was ideal, and again Jeff and Clay showed the way.

Saturday night began a-la-carte at the green cooler, but due to the late start/finish of the second race Friday night's cutting up was unchallenged.

Sunday morning brought freshened breezes, however

90 degree wind shifts were the order of the day. In spite of the difficult conditions, big boots adapted, moved marks with the assistance of John Dixon manning the whaler, and maintained upwind beats to preserve the integrity of the race courses. Again the Evans team showed the way in both races but not without competition from Troy Tolan, the Sanborns, Tom Lewis and Val Simhauser. Whether it was getting an early start Friday night or an early finish Saturday night, Troy had a fine day Sunday closely challenging. Sunday's races were close and positions frequently changed throughout the ranks of the fleet, which was in effect the IBYC Challenge. Beautiful duffel bags from The Sailor's Tailor were awarded to the top three skippers and crews.

Thanks to a great fleet turnout the 1994 Governor's Cup was a complete success. We hope to move the 1995 date back to the month of May when stronger winds are usually more typical.

—Tim Dixon

Governors Cup/Illinois State Champs

Skipper/Crew	Places	Total
1 Jeff/Julie Evans	1-1-1-1	3
2 Clay/Becky Sanborn	2-2-3-3	10
3 Troy Tolan/Matt Comen	6-4-2-2	14
4 Tom Lewis/Brandon Crews	5-3-4-6	18
5 Tim Dixon/Donna Heat	3-5-6-5	19
6 Val/Matt Simhauser	4-6-5-7	22
7 Brian Dees/Debbie Rose	7-7-7-4	25

Fleet Captains - send us your regatta reports and photos to be printed in the Bulletin.

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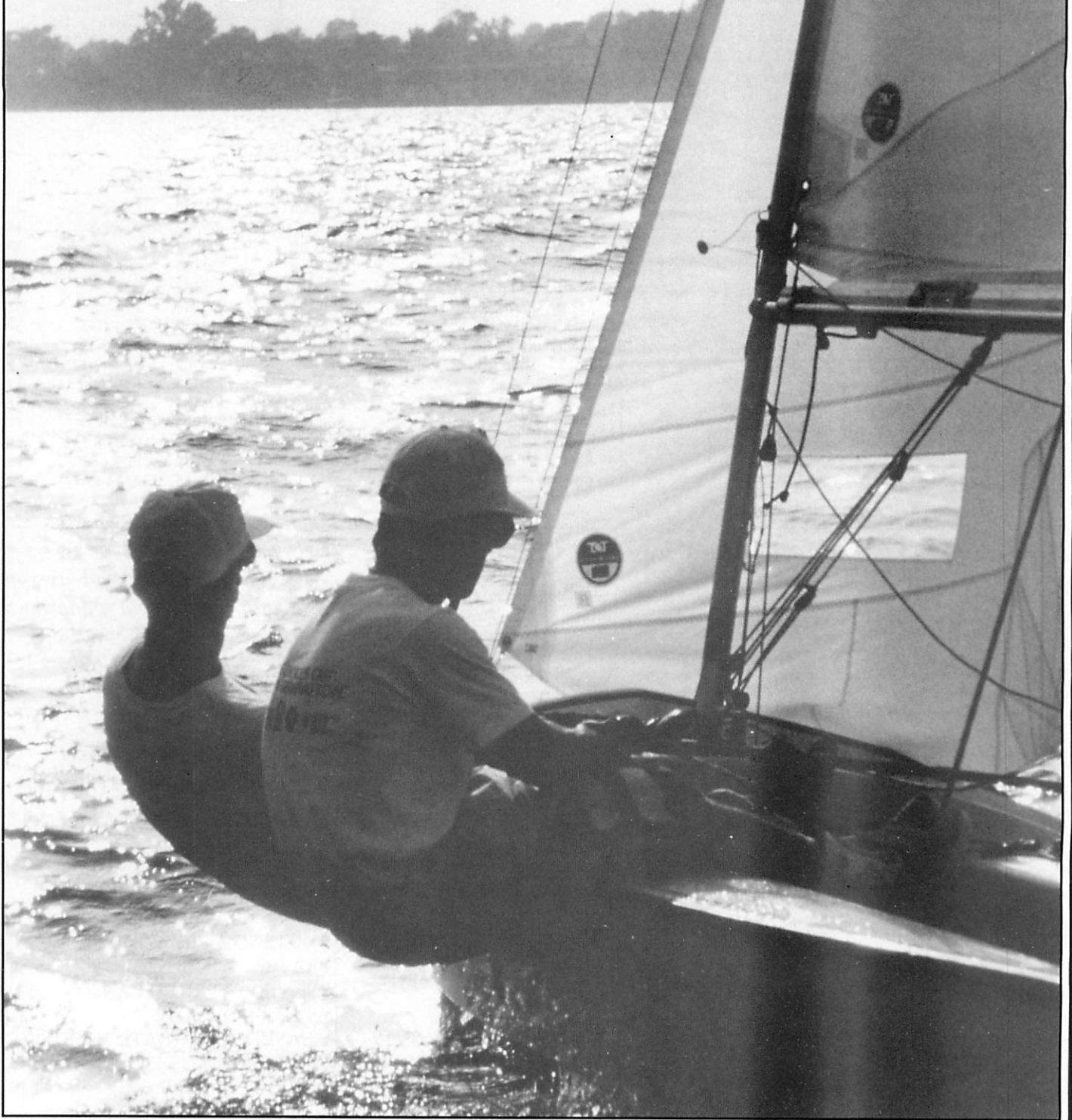
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1, 2, 3, 4, 6 - at the U. S. Nationals in Dallas

Our AP-2 Main and our new SS2++ Jib stood up to the test for first place. (The SS2++ is the same design that captured the 1993 World's - built from the firmer 100 HTP polyant material). Congratulations to Doug Hart and Jon Rogers for their championship performance.

The sails on the second place boat were the same exact same sails (AP-2 main and split jib) that won in 1993. *(We believe sails should be as durable as they are fast!)*

Welcome Doug Clark to the North Snipe Team



Doug comes to North from the U. S. Naval Academy where he was Assistant Director of Intercollegiate Sailing. A 2X All-American himself, Doug coached countless Academy sailors to the All-American team, winning 3 out of the last 4 National Championships. Racing Snipes since 1987, Doug has competed in 6 Nationals, taking 6 top 10 finishes: 1, 2, 3, 7, 8 & 8. In the 1991 World's he was the top U. S. boat and will be competing in the Western Hemisphere Championships this December. He has also earned himself a trip to the 1995 World Championships in Italy.

Aside from securing himself a spot in the "Who's Who" in the Snipe Class, Doug is a world-class team player who will be a great addition to the North Snipe team of Greg, Vince and Chris. Doug will be based in our Marblehead loft and continue to be a regular on the circuit - always available to answer your questions and do whatever he can to make your Snipe sailing more fun and rewarding.

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From the Birds Beak

Letters to the Editor

To "B" or not to be?

As a new sailor I would like to suggest that SCIRA require the use of "B" fleets in local and regional regattas. At the Commodore Roscoe regatta in Miami, Cindy and I sailed in, and won the "B" fleet. It was a big thrill to actually win something.

We bought our first sailboat (Snipe #27027) in August of 1992 and for our first year of sailing we owned DFL (it was our spot, and woe-be-it to those who tried to take it from us). For the last 6 months we have been slugging it out with the bottom half of the fleet. Our progress has been steady and discernible. However, it is sometimes difficult to get really enthusiastic when the leaders are an entire leg ahead and there is no defined competition.

With the B fleet in effect, on the other hand, we had a tangible goal; something to shoot for, a real competition. We were able to practice tactical sailing, such as figuring out who to cover, or by how many boats we had to beat so & so (the stuff I watch the big boys and girls do—I think). It was fun and exciting.

The key to success for these races was that both fleets shared the same start: there was no physical separation of fleets. All the boats were scored together with the notation "B" next to the sail # of those sailing in the "B" fleet. This procedure allows "B" fleet members to race amongst themselves while still allowing comparison with the leaders, so progress and improvements can be gauged. And, this occurs at no cost to the quality or level of competition at the top.

The Snipe Class is our home in racing; I love the boat and I love the people. The assistance in improving our sailing which we have received has been nothing short of phenomenal; tips and informal coaching from World, National, North American champions and local sailors alike. It's incredible. I doubt that Jack Nicklas would even talk to me if I decided to take up golfing. These individual efforts should be supplemented by a commitment from SCIRA to encourage and promote "B" fleets by requiring their use in sanctioned regattas. The addition of more "B" fleet races, leading to the creation of intermediate levels of competition and coupled with the continued support and assistance of the top sailors, will encourage the Snipe Class to grow and remain healthy. We need to attract and encourage new sailors, while retaining the high standard of competition that now exists.

The "B" fleet trophy we won at the Roscoe has a very special place in my heart and will retain a place on our wall even if we go on to win many other events. It was our first 1st and for that I would like to thank Fleet 7 and the "Old Man" Diaz in particular. I hope that many more sailors have the opportunity to feel the same way.

—Gordon Hackstaff
St. Pete fleet 801

ed note: Many fleets have "B" fleets, they sometimes call them by other names. The Wells fleet at the US Nationals is basically a "B" fleet, and all sailors competing race together during the Crosby series, then it is split into Heinzerling (A) and Wells (B) fleets. Other large fleets sail together in "flights" on one day, splitting the fleet into two separate groups the next day. With our Class attracting some of the best sailors from other classes, these first time Snipe sailors are sometimes reluctant to sign up as a "B" skipper, only to find themselves there in their first regatta! The Snipe Class is also known as a Class with members who "don't keep secrets"! That is, our top notch sailors are always willing to help their fellow competitors go fast—we seem to follow the old saying, "You're only as good as your competition." Credit must be given to "Old Man" for encouraging all sailors in his and other fleets! What would we do without the Old Man?

--jwb

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Nordic Open Championships

The Open Nordic Championship Regatta was sailed the last weekend of August in Turku, Finland. 28 Snipes attended the regatta which was sailed later than normal in the season because of the Japanese Snipe events some weeks earlier.

Two races were sailed on Friday on nice weather with moderate winds but the races on Saturday and Sunday were sailed in winds just below the wind limit which caused some swimming but no damages. Current Norwegian champions Kristoffer Spone and Janett Krefting won 4 races, Bjorn Alm and Kristina Rook of Sweden and Frank Erikson and Tony Erikson of Denmark won one race each.

We also had the pleasure to see Past SCIRA Commodore Jerry Thompson with crew Dee Shilling come to our regatta and they did a good job finishing 7th or better in all races except in the first race on Sunday when several Snipes were late at the race area.

—Roger Nylund
Turku Snipe Fleet 509

Open Nordic Championships top 20 of 28

1	Kristoffer Spone/Janett Krefting	NOR 28689	4-1-1-1-1-dnc	7
2	Birger Jansen/Carine Juliussen	NOR 27410	3-2-pms-2-2-4	13
3	Jonatan Persson/Thomas Iversen	DEN 28688	2-4-3-3-3-3	14
4	Bjom Alm/Kristina Rook	SWE 27457	1-5-5-5-5-dnc	20.75
5	Frank Eriksen/Tonny Eriksen	DEN 28362	13-11-2-4-4-1	21.75
6	Jerry Thompson/Dee Shilling	USA 24702	5-3-4-7-16-5	24
7	Mats Gothlin/Johan Andersson	SWE 25775	15-6-8-10-7-9	40
8	Claus Carpelan/Risto Vljus	FIN 28707	11-13-pms-8-6-2	40
9	Peter Holm/Jan Wikstrom	FIN 26923	10-16-6-6-9-10	41
10	Per Wdwall/Mikael Nyqvist	SWE 26478	12-7-7-dnf-10-14	50
11	Jussi Savela/Kari Tuomala	FIN 28349	16-15-9-9-12-8	53
12	Sampo Valjus/Kirsi Niemienien	FIN 26650	14-9-11-13-18-6	53
13	Kaj/Fredrik Bjurstrom	FIN 26922	7-17-pms-11-8-11	54
14	Rainer Vilkkila/Henrik Sandholm	FIN 26925	19-8-14-15-12	57
15	Petri/Hannu Vihervuori	FIN 20270	9-14-dnf-14-15-12	64
16	Paavo Nikkila/Markus Jarn	FIN 28109	8-18-10-21-dnc-13	70
17	Roger Nylund/Kaj Lindfors	FIN 28153	21-19-16-12-11-15	73
18	Matti/Kati Pehkonen	FIN 27232	6-10-pms-pms-14-pms	78.4
19	Ari Kansakoski/M. Linnapuoeni	FIN 27231	17-12-18-16-21-18	81
20	Kai Saarelho/Juhani Sillanpaa	FIN 26651	20-21-13-17-20-17	87

SANCTIONED SNIPE REGATTAS



SEPTEMBER 10-14; EUROPEAN CHAMPIONSHIPS: Mahon, Menorca, Spain. SCIRA Spain Fax: +968-343002.

SEPTEMBER 10-12; RON PRIME MEMORIAL. 20th Year: North Cove YC, Island Pond Dairy, NH. Dot Prime, 37 Tewksbury Rd. Hampstad, NH 03841. 603-329-6686.

SEPTEMBER 10-11; INDIANA OPEN: Indianapolis, IN. Cliff Browning, 5315 N. Capitol Ave., Indianapolis, IN 46208. (317)251-3467.

SEPTEMBER 10-11; NEW JERSEY STATE CHAMPS: Surf City Yacht Club. Jack Elfman, 310 15th Street, Surf City, NJ 08008. 609-494-3460.

SEPTEMBER 10-11; NOR-CAL OPEN. San Francisco Bay. Vince Casalaina, 2418 Stuart, Berkeley, CA 94705. 510-841-8524.

SEPTEMBER 17-18; JOE RAMEL MEMORIAL: Lake Lotawana, MO. Louis Joline, L-22 Lake Lotawana, MO 64603 h(816)578-4565.

SEPTEMBER 17-18; COLOMBUS OPEN: Hoover Lake, OH. Steve Callison, 251 Orchard Lane, Columbus, OH 43214. 614-784-0926.

SEPTEMBER 17-18; MYSTIC LAKE OPEN: Medford Boat Club. John Lally, 241 Washington Avenue, Winthrop, MA 02152. 617-846-8972.

SEPTEMBER 18; ANTWERP/SODIPA REGATTA: SCIRA Belgium. Andre Callot. Fax +32-32-39-7730.

SEPTEMBER 21-25; NORTH AMERICAN CHAMPIONSHIPS: Eastport Yacht Club & Severn Sailing Association. Doug Heussler, 1636 Ridout Rd., Annapolis, MD 21401. 410-757-5173.

SEPTEMBER 24-25; SNIPE SILVER CUP: Carlyle Lake, IL. Ray Sepanski, 8 Ginger Ridge Ct., Edwardsville, IL 62025. (618)656-3428.

OCTOBER 4-7; US MASTERS CHAMPIONSHIPS: St. Petersburg, FL. Sherry Welch, PO Box 2154, Ste. Petersburg, FL 33731. 813-321-2080 (w) 813-821-0900 (h) 813-327-7470 fax.

OCTOBER 15-16; FIRST SHOT OVER CHARLESTON: Charleston, SC. Steve Burns, 689 Wildwood Rd., Charleston, SC 29412. 803-795-3682 fax: 803-792-8319.

OCTOBER 29-30; HALLOWEEN REGATTA: Atlanta Yacht Club. Woody Norwood, 42 Camden Road NE, Atlanta, GA 30309-1508. 404-815-4522 fax: 404-815-4529.

OCTOBER 29-30; CAROLYN NUTEMEMORIAL REGATTA: Mission Bay Yacht Club. Doug DeSouza, 619-224-3825.

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WOODEN SNIPE 8096 - Perfect shape. Kept stored inside under cover. Few cat tracks thrown in for character. \$1,095. Vernon Byer (219)758-3471 Indiana (jas)

CHUBASCO 21633 - Blue hull, white deck with stripe, Cobra II, Harken blocks. Holsclaw trailer. Good racing background. \$1,500. Call Jack Murphy, (603)924-7482 eve., (603)924-6770 days. New Hampshire (jas)

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CHUBASCO 19441 - Dark blue hull, white deck. Very good condition. Trailer, new Bryant mast & centerboard, 2 sets of sails. Call Frank Bonner, Charleston SC (803)722-4398. (as)

MCLAUGHLIN 25730 - Light grey over white. Excellent condition, very competitive. Ullman main and two jibs. One jib never used, main & jib used one regatta. Covers: 2 top, one bottom, rudder. Southern trailer, absolutely best available. Boat at Rush Creek Yacht Club - Dallas, pick up and sail your new boat at the Nationals! \$2,900. (214)369-3422 days (jaso)

PHOENIX 26202 - Grey on gray, Cobra II, Sobstads, stored indoors, launcher, covers, all the toys, no trailer \$2,800/offer, delivery east coast? Greg (203)723-2964. Connecticut. (aso)

MCLAUGHLIN 24044 - Race ready, black hull, white deck, 2 sets of sails, trailer, new rudder, new mast, covers. Edward Huntley (813)934-5874. Florida. \$1,800 A winner (as)

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PHOENIX 26758 - Hardly ever sailed; looks like new. For sale over 1 year, get it now, cheap! Make offer! Full covers, trailer, extras. Olof (310)453-2109 (h) California (aso)

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MCLAUGHLIN 26489 - Sails, covers, custom rudder, double deck trailer. \$3,700 or will consider trade for bungee jumping lessons. Annapolis (410)268-0908 (aso)

MCLAUGHLIN 26108 - Race ready, excellent condition. Galvanized trailer, top/bottom covers, board bags, 3 sets sails. Adjustable spreaders bi-form rigging, faired bottom. Lots extras, \$3100. Steve, Providence, RI (401)751-2478.

PHOENIX 27929 - Race ready. Proctor Miracle mast, new pole launcher, new control lines, 3 sets of sails, one set of North in excellent condition. Boat on dolly \$3500; Dave (619)222-8354 (h) (619)442-7781 (w) San Diego (so)

From the Snipe archives: "A very light breeze from the East. The place is the end of Botafogo Bay and the hour, 3 pm, the start of one Sunday race. At left the first steps of the 2,400 feet of the Corcovado can be seen. It is the second greatest mountain of our Federal District, the Brazilian replica of your District of Columbia". For reference, boat 5211 was built around 1954.

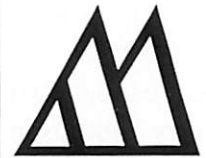


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Fittings by Harken

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- complete with full options



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Sobstad



Sobstad
San Diego

2832 Canon St.
San Diego, CA
92106

Telephone
(619) 226-2422
Fax Number
(619) 226-0682

The Facts Behind the Fall Deals

Beginning September 15th, you will be able to buy Sobstad Snipe sails at discount prices. Here's how:

Fleet Purchase- All you have to do is know two other people in your fleet who want to save money on new sails. If you call us and order for all three at the same time, you save 15%. Of course, if you know more people you will save even more money.

Fall Purchase- Don't feel bad if your fleet members have already bought Sobstads and don't need to replace them. You can still pick up the phone and order sails for yourself and save 10%.

Dear Snipe Sailor,

This has easily been one of the most enjoyable Snipe seasons I have had in many years. I am sure a big reason for this is in how pleased our customers have been with their Sobstad sails. The changes to the FN-4 main have made it "fast and friendly". With the changes to our SA-2 jib we have achieved that delicate balance of performance and durability. Our other jib model and accessories have enabled us to supply you with the products that make Snipe sailing such a great time. For those planning a discount purchase this fall, don't wait too long as it all goes away by the end of November. Finally, congratulations to Sobstad customers Rick and Carol Merriman for winning the Griffith (High Point champions) and Nute (top married couple) Perpetual Trophies at the US Nationals. Once again, Big Blue's Sponsored Squad came out on top. Anytime you throw enough rocks at the bird you are bound to hit it.

Craig Leweck

SNIFE Bulletin
1833 Tustin Street
San Diego, CA 92106

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